CLAIMS

1. Method for the closed-loop speed control of an internal combustion engine-generator unit (1) during a starting operation, in which a set speed (nM(SW)) is preset by means of a run-up ramp (HLR), which begins with a starting speed (nST) and ends with a rated speed (nNN), a control deviation is determined from a comparison of the set speed and actual speed (nM(SW), nM(IST)), and a power-determining signal (QP) for controlling the actual speed (nM(IST)) is computed from the control deviation by a speed controller (11), characterized by the fact that a first time (t1) is set when the actual speed (nM(IST)) exceeds a limit (GW), i.e., (nM(IST) > GW), a second time (t2) is set when the actual speed (nM(IST) exceeds the starting speed (nST), i.e., (nM(IST) > nST), a time interval (dt) is computed from the difference of the two times (t1, t2), and the run-up ramp (HLR) and the controller parameters of the speed controller (11) are selected as a function of the time interval (dt).

2. Method for closed-loop speed control in accordance with Claim 1, characterized by the fact that the run-up ramp (HLR) is determined from the time interval (dt) by a first characteristic curve (16), and the controller parameters are determined from the time interval (dt) by other characteristic curves (17, 18).

3. Method for closed-loop speed control in accordance with Claim 2, characterized by the fact that the controller parameters are an integral-action time (TN) and a proportional coefficient (kp).

4. Method for closed-loop speed control in accordance with Claim 3, characterized by the fact that a long integral-action time (TN) and a large proportional coefficient (kp) are assigned to a long time interval (dt) by the other characteristic curves (17, 18).

5. Method for closed-loop speed control in accordance with Claim 2, characterized by the fact that a run-up ramp (HLR) with a small slope (Phi) is assigned to a long time interval (dt).

6. Method for closed-loop speed control in accordance with any of the preceding claims, characterized by the fact that an error is set if the time interval (dt) reaches or exceeds a limit (dtGW), i.e., ($dt \geq dtGW$).

7. Method for closed-loop speed control in accordance with Claim 1, characterized by the fact that a time interval (dtR) between the present time (t) and the first time (t1) is determined ($dtR = t - t1$), and an error is set if the time interval (dtR) reaches or exceeds a limit (dtGW) , i.e., ($dtR \geq dtGW$).

8. Method for closed-loop speed control in accordance with Claim 6 or Claim 7, characterized by the fact that when the error is set, a diagnostic input occurs, and an emergency stop is activated.